

# Land Use Plan

## Structural Framework Plan

### Introduction

The Flagstaff Structural Framework Plan (Framework Plan) represents a fundamental step in the Comprehensive Plan process. The Framework Plan sets the structure for implementing the region's desired land use pattern for the future. The Framework Plan illustrates a future region made up of four basic kinds of places: districts, activity centers, commercial corridors, and open lands. The organization of these places—their “structure”—gives meaning and form to the goals, policies, and strategies established in the Policy Framework. These are not single-use “zones.” Rather, they are distinct and diverse places that contain mixtures of uses and activities. Where these places are located and how they relate to one another make up the Flagstaff Structural Framework Plan.

The Framework Plan establishes the foundation for developing more detailed plans for individual districts, activity centers, and commercial corridors. These detailed plans will support and implement community-wide concepts established in the Policy Framework at a more detailed neighborhood level. For instance, a detailed plan for the McMillan Mesa Mixed-use District would provide clear direction for a full range of issues including land use, transportation, environment, utilities, residential development, economic development, urban design, and open space.

The key principles of the Framework Plan are as follows:

### *Places Defined by the Framework*

The areas illustrated on the Flagstaff Structural Framework Map are organized into four distinct places: districts, activity centers, commercial corridors, and open lands, which together will form a fully integrated community.

#### *Districts*

Districts are larger areas of activity shaped by topography, open space and major transportation corridors. The University and the Eastside are examples of districts. Several residential neighborhoods might make up a residential district, linked to each other and sharing activities and public places that they might have in common, such as schools or parks.

#### *Activity Centers*

Activity centers are areas of concentrated activity, such as shopping and services, that are identified with a local or regional area. There are three types of activity centers identified on the Plan: regional activity centers, such as the Flagstaff Mall and Downtown; district community centers, such as Sunnyside; and rural activity centers, such as Silver Saddle. Activity centers serve as focal points and centers of regional, urban, and rural community function and activity.

Regional and district activity centers will be designed to support all modes of transportation, including serving as primary destinations for transit and the urban and regional trails and

bikeways. Rural activity centers will provide a range of uses that are appropriate to each individual location and rural community that they will serve.

#### *Commercial Corridors*

Commercial Corridors provide a connection between different areas or destinations. These corridors are travel routes, which provide services to residents and the traveling public. These commercial corridors are areas of shopping and service activity concentrated on the region's major transportation facilities. Route 66 is an example of a commercial corridor.

#### *Open Lands*

Open lands define the edges of communities, serve as recreational resources, and create the natural backdrop that establishes the region's character.

#### *Multi-Modal Transportation System*

The Framework Plan acknowledges that the automobile will continue to be the primary transportation choice for most residents and employees of the region for some time to come. However, the Framework Plan establishes an easily accessible and functional system of alternative travel choices, focusing on transit, walking, and bicycling. Street standards and land use development requirements will ensure that neighborhoods, districts, and activity centers will be connected by all means of travel. New and redeveloped districts and activity centers will be designed to be accessible by all means of travel.

The transportation system will maximize the efficiency of traffic within commercial and employment centers and along major arterials, while minimizing traffic and excessive speeds in residential neighborhoods and pedestrian oriented centers. The roadway system will establish roadways appropriately designed for travel across the region between districts, within districts and within neighborhoods. Public transit will be a viable and convenient means of travel between districts, with activity centers such as the Downtown serving as primary hubs and destinations.

#### *Interconnected Pedestrian and Open Space Network*

A comprehensive and interconnected network of trails, open space, and parks, linking neighborhoods, community facilities, districts, and activity centers, will be located throughout the region and the City of Flagstaff. Trails and other pedestrian routes will be developed to enhance connectivity and ease of use. Existing routes will be interconnected and new routes will be constructed to develop a comprehensive system. The bikeways, trails and open space plans show this network of systems that will provide opportunities for recreational and commuter connections to all areas throughout the City and region. Improved accessibility and connectivity will make pedestrian travel an appealing option and promote interaction among citizens.

## Land Use Plan

### Land Use Plan Overview

The Flagstaff Land Use Plan is designed to accommodate the projected population for the city and county of 103,743 in the year 2020. This represents an increase of 33,152 from the current population of 70,591. It is also designed to accommodate approximately 13,000 new households with approximately 9,500 in the city and 3,500 in the county. The Regional and City Land Use

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Plan Maps identify land uses for all areas within the Flagstaff MPO. Both maps convey the same information and were created to better illustrate detail, although it should be noted that land uses as shown on the Land Use Maps are not meant to be precisely parcel-specific.

The Land Use Plan identifies locations in the Flagstaff Region where various land uses and intensities of use will be permitted to occur in the future. Although the Flagstaff Land Use Plan reflects previously adopted plans (including *Flagstaff Growth Management Guide 2020*), current development trends, established land uses, and zoning patterns, the Land Use Plan sets the governmental policy regarding future zoning and land use patterns. It establishes and articulates broad policy established in the Policy Framework in keeping with the traditional role of the comprehensive plan as a framework for future development.

## Land Use Categories

The following is a description of the land use categories contained in the Comprehensive Land Use Plan.

### ***Residential***

#### ***Very Low Density Residential***

This category is intended to be a setting for a predominance of large-lot, single family housing in a rural setting. This land use category is found primarily on the urban fringe, abutting national forest land. The basic character of development is rural, with most natural features of the land retained. Typically, keeping horses or other livestock is permitted. Public services are not required at as great a level as in higher density development. No commercial or industrial development is present.

In general, areas within this land use district will allow for a minimum of 5-acre lots, as per the County Rural Residential (RR) Zoning Designation, although in some areas of the county, 2½-acre lots are permitted. Where sanitary sewer and potable water services are available, including within the Urban Growth Boundary, zoning may permit development of 1-acre lots. Within these areas, development may be clustered to maximize protection of natural resources and open space, where appropriate. Remote, unincorporated areas in the county generally have a minimum lot size of 10 acres, and in some areas, 20 acres. These areas are typically surrounded by public lands and are served by roads that receive little or no regular maintenance. Provision of county services is difficult and expensive in these remote areas.

#### ***Low Density Residential***

This category is intended for predominately single family detached residential development, similar to that which is found in many existing city neighborhoods, such as University Heights. Residential densities of up to 5 dwelling units per acre (net) are typical of this category. The majority of this category is located toward the periphery of developed areas of the city. In general, these areas are quiet residential neighborhoods, predominately consisting of single family detached homes. In some areas, a mix of single family homes, duplexes, townhouses, and low-rise apartments would also be suitable, provided that the average density of such areas does not exceed 5 dwelling units per acre. This classification may also include such supporting land uses as neighborhood shops and services, parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required.

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### *Medium Density Residential*

The medium density residential category includes duplexes, manufactured and modular homes, apartments, townhomes, and other forms of attached housing, and many of the older single family areas of the city that were subdivided with 25-foot wide lots. The net density range for this category is 6 to 12 dwelling units per acre. This category may also include such supporting land uses as neighborhood shops and services, parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required.

### *High Density Residential*

The high density residential category provides for apartment and condominium complexes ranging from 13 or higher net dwelling units per acre. This category may also include such supporting land uses as parks and recreation areas, religious institutions, and schools. A full range of urban services and infrastructure is required.

### *Mixed-Use Neighborhood*

The mixed-use neighborhood category is intended to be a setting for a variety of housing types combined with complementary and supporting non-residential land uses that serve a neighborhood and are developed and operated in harmony with the residential characteristics of a neighborhood. The primary objective is to meet a wide variety of needs of everyday living in neighborhoods that include a variety of housing choices, that invite walking to gathering places, services, and conveniences, and that are fully integrated into the larger community. This category may include a mix of housing types at a net density of not less than 5 and up to 8 dwelling units per acre, including single family detached and attached dwellings, and multifamily dwellings (limited to 6 or less units per building). Supporting commercial and service uses are encouraged to be included as part of a neighborhood center, including retail stores, convenience stores, personal and business services and offices, community facilities, and other similar uses designed to primarily serve the neighborhood within which they are located. Other supporting land uses, such as parks and recreation areas, religious institutions, and schools, may be included. A full range of urban services and infrastructure is required.

## ***Commercial***

### *Community/Regional Commercial*

This commercial category is intended for all commercial and service uses that serve the needs of the entire region. This includes commercial activities that attract a regional or community-wide market, as well as tourism and travel-related businesses. While uses located in this category typically tend to be auto-oriented, the regional commercial category emphasizes safe and convenient personal mobility in many forms, with planning and design that accommodate pedestrians.

### *Neighborhood Commercial*

The neighborhood commercial category is intended for all commercial retail and service uses that meet consumer demands for frequently needed goods and services, with an emphasis on serving the surrounding residential neighborhoods. Oriented to the day-to-day needs of the neighborhood it serves, these areas are typically anchored by a grocery store, with supporting establishments including, but not limited to, variety, drug, and hardware stores, and personal service establishments, such as medical offices, beauty shops, and restaurants. Development in this

category may also include other neighborhood-oriented uses such as schools, employment, day care, parks, and civic facilities, as well as residential uses as part of a mixed-use development.

### ***Industrial***

#### ***Office/Business Park***

The office/business park category is intended to provide locations for a variety of workplaces including light industrial uses, research and development activities, offices, and institutions. Uses in this category are typically developed in attractively landscaped, campus-like settings with activities carried out entirely within enclosed buildings. The category is intended to encourage the development of offices and planned business parks; to promote excellence in the design and planning of buildings, outdoor spaces, and transportation facilities; and to continue the vitality and quality of life in adjacent residential neighborhoods. Other supporting uses that complement the primary workplace uses, such as restaurants, hotels, child care, and convenience shopping, may be appropriate in this category if included as part of an overall planned development. Sites designated for this category should have good access to existing or planned transportation facilities and compatibility with adjacent land uses.

#### ***Light/Medium Industrial***

The light/medium industrial category is intended to provide a location for a variety of work processes and work places such as light industrial uses; research and development activities; manufacturing, warehousing and distributing; indoor and outdoor storage; and a wide variety of commercial and industrial operations. Uses in this category are typically involved in the secondary processing of materials into components, the assembly of components into finished products, transportation, communication and utilities, wholesaling, and warehousing. Transportation requirements are usually met by truck, although rail and air transportation may be utilized as well.

#### ***Heavy Industrial***

The heavy industrial category is often characterized by uses that can be hazardous, offensive, or unsightly. The uses are typically involved in the primary processing of raw materials into refined materials in large volumes, often requiring large energy supplies and large volumes of raw materials. Processing may generate liquid or solid wastes, air pollutants, and other emissions, such as noise, glare, light, vibration, or heat. Examples of such uses include lumber and wood products; paper, chemicals and primary metal manufacturing; storage of hazardous materials; cinder pits; and concrete and asphalt plants.

### ***Public/Semi-Public***

#### ***Institutional***

The institutional category is intended to accommodate public and semi-public land uses, such as governmental facilities, schools, utilities, and institutions. Many of these uses, such as Northern Arizona University, City Hall, public schools, etc., have many of the characteristics of employment uses.

#### ***Open Space***

The open space category is intended to accommodate areas of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public use or enjoyment.

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### *Parks*

The parks category is intended to accommodate areas of land designated and used by the public for active and passive recreation.

### *Public Multiple Use Lands*

The public multiple use lands category is intended to accommodate lands that are under the jurisdiction of federal agencies (US Forest Service, National Park Service) and state agencies (State Trust) that are managed for a multitude of public recreational and economic uses. Lands in this category have been identified as having a high priority for retention, and thus should not be developed for urban uses.

### *Public Multiple Use Lands/Low Retention Priority*

The public multiple use lands/low retention priority category is intended to accommodate lands that are under the jurisdiction of federal agencies (US Forest Service) and state agencies (State Trust) that are managed for a multitude of public recreational and economic uses. Lands in this category have been identified as having a low priority for retention.

### *Special Categories*

#### *Rural/Agricultural*

The rural/agricultural category is intended to accommodate privately-owned lands located in more remote areas of the planning area that have high conservation value. All of these lands have zoning in place in the county that will allow very low density residential development, typically up to 10 acres per dwelling. However, these properties have special characteristics by virtue of their location, proximity to sensitive natural features, or resource values, that make them desirable for potential acquisition as an addition to the regional open lands system that is a part of the public multiple use lands/high retention priority category.

#### *Rural Activity Center*

The rural activity center category is intended to accommodate designated locations in unincorporated areas that are appropriate for locally-serving retail and service businesses. Rural activity centers are intended to serve as focal points for the community in which they are located. The uses that each activity center may contain will vary depending upon the characteristics, needs, and zoning of the location. The range of uses may include small-scale retail, offices, and other business and personal services designed to meet the needs of area residents. Other appropriate uses may include schools, transit stops, parks, or other civic uses. The objective is to provide opportunities to meet area resident needs locally, reducing the requirement to travel out of the area to meet day-to-day needs. Development in this category may be subject to special standards, including size limits and design standards, so as to maintain a scale and architectural character appropriate to the community.

#### *Planning Reserve Area*

The planning reserve area category is intended to accommodate designated areas within the Urban Growth Boundary that are recognized as having the potential, at some point in the future, to develop at urban densities requiring a full range of urban infrastructure and services. In short, these lands will serve as a “holding area” for future urban development. In order to maintain flexibility to respond to market needs at such time that development of these lands is appropriate,

no specific land uses have been designated for planning reserve areas. However, in general, the development of new parcels, particularly those of more than 35 acres, within the PRA should have an overall minimum average of five dwelling units per acre. These developments will be designed to reduce the amount of land consumed, facilitate the protection of urban open space, and to ensure that future urban development utilizes land and infrastructure efficiently. Before being considered for development, lands designated as PRAs should be reclassified and rezoned for specific land uses and densities. Minimum density requirements shall not apply to development of parcels of 35 acres or less that are in existence as of July 1, 1999, or to development of any property within the PRA in accordance with existing zoning classifications and standards, with regard to maximum density and minimum lot size. (For more detailed information see Policy LU1.3—Designate Areas to be Reserved for Future Urban Development.)

### **Mixed-Use Neighborhoods, Infill Development, and Redevelopment**

Land in the Flagstaff region suitable for development is a limited resource, and land use patterns should be planned in a manner that promotes efficient use of land. By focusing development as walkable, mixed-use neighborhoods, areas planned for employment and commercial uses, and infill and redevelopment where appropriate, development of the region will result in an improved living environment.

#### ***Mixed-Use Neighborhoods***

The Land Use Plan identifies several areas as appropriate locations for Mixed-Use Neighborhoods. These areas include the West Side, Canyon del Rio, and McMillan Mesa. Lands within Canyon del Rio are planned for Mixed-Use Neighborhoods as a part of a new residential growth area for Flagstaff's East Side. The West Side is planned as a major new center for employment and mixed-use neighborhood development, in the area near Highway 66 and Woody Mountain Road.

McMillan Mesa is intended to include a balance of open lands and development as a mixed-use neighborhood and community activity center, on public and private lands. The Plan recognizes that certain private lands on the Mesa have approvals in place for development, which must be incorporated into the Plan. City-owned land shall be used for a combination of open space and mixed-use development for community uses, with consideration given to protection of viewsheds and open space corridors, and enhancement of quality design. Proceeds from City-owned land that is developed or sold for development should be used to purchase high priority open lands or critical urban open space lands.

#### ***Infill and Redevelopment***

The Plan identifies several areas in the City as appropriate locations for sensitively designed mixed-use development, either as infill on undeveloped properties, or as redevelopment. These areas include Southside, Sunnyside, and Downtown. Infill means the development of new housing or other buildings on scattered vacant sites in a built-up area. This may also include living units above garages or other buildings. Redevelopment means the replacement or reconstruction of buildings that are in substandard physical condition, or that do not make effective use of the land on which they are located. If properly designed, infill development can serve an important role in achieving quality, mixed-use neighborhoods. In some instances, sensitively designed, high quality infill development and redevelopment can help stabilize and revitalize existing older neighborhoods.

Incentives can be utilized in a number of ways to encourage infill and redevelopment. First, regulatory incentives may be considered, to streamline the development approval process. Compatibility standards must also be considered, to ensure that new development fits within existing neighborhoods in terms of scale, design, etc. Flexible zoning standards may also be needed to encourage infill.

Second, financial incentives, if targeted and strategic, can be utilized to encourage and support additional investment in the community, as well as to assist existing residents to remain in areas that are redeveloping, such as rehab loans/grants.

## Open Space

The preservation of open space enhances a community's quality of life. Open space functions as a land resource, a recreational site, and a transportation corridor. It also serves an important function in development by providing a system of control over development patterns.

Open Space plans address the first and most important determinant of a regional plan—where urban expansion can occur and where open space should be preserved. Two open space plans have been developed for the Flagstaff region, the *Regional Open Spaces Plan* and the *Urban Open Spaces Plan*. The *Regional Land Use and Transportation Plan* incorporates the relevant goals and objectives of these plans in order to develop an integrated and balanced open space and trails system.

### Regional Open Spaces

The *Regional Open Spaces Plan*, which addresses the area within the MPO boundary beyond the city limits, is part of a larger master plan, the *Greater Flagstaff Area Open Spaces and Greenways Plan January 1998 (OS&GW)*, and principal guide for open spaces,. Both of these plans are intended to provide guidance in protecting and preserving existing open spaces with the demands of urban growth.

In 1997, a memorandum of understanding was entered into by the agencies that prepared the *Greater Flagstaff Area Open Spaces and Greenways Plan*, specifically the City of Flagstaff, Coconino County, the US Forest Service, the National Parks Service, Arizona Game and Fish Department, and the Arizona State Land Department. They agreed to commit to using the *OS&GW Plan* in their land use management practices. The plan encompasses a study area of 578,000 acres that includes the Flagstaff MPO, and makes recommendations for agencies to consider during their own planning. The plan, adopted by the City of Flagstaff and Coconino County in 1998, has become a key component of the region-wide growth management process in determining growth boundaries. Areas of high or low retention for open space are identified in the *OS&GW Plan*. This concept of retention areas serves as the basis of the *Regional Land Use and Transportation Plan* for defining those lands that should be preserved versus lands where urban expansion can occur.

The primary goal of the *OS&GW Plan*, and thus, the *Regional Open Spaces Plan*, is to maintain Flagstaff's quality of life by finding ways to balance development with the retention of open spaces and natural areas. The value and objectives of open space and greenways are defined in both the *OS&GW* and the *Regional Open Spaces Plans* to be the following.

- Community identity
- Contained and directed growth and development



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- Non-motorized transportation corridors
  - Recreational opportunities
  - Scenic quality
  - Wildlife movement corridors
  - Wildlife habitat
  - Water and air quality
  - Flood control

The *OS&GW Plan* recognizes an open space greenbelt area that surrounds and connects with the City of Flagstaff and was initially established in the city's *Growth Management Guide 2000*. The open space greenbelt is the foundation for the development of the *Urban Open Spaces Plan* and is thereby incorporated into the *Regional Open Spaces Plan*. The area includes significant hillsides and drainageways within the city.

The *Regional Open Spaces Plan* designates US Forest Service and Arizona State Trust lands with a high priority for retention as public multiple-use lands for open-space use purposes. Other areas included in this designation are lands within the Navajo Army Depot lands, the two national monuments, Walnut Canyon and Sunset Crater, some city-owned and county-owned lands, and other lands privately-owned where potential easements or acquisitions may be sought.

Wildlife movement corridors are important to protecting wildlife migration patterns that sustain feeding and breeding activities for wildlife existence. These corridors, along with key and high quality habitat areas, are shown on the *Regional Open Spaces Plan*, in addition to the open space designations, and are derived from the *OS&GW Plan*.

Linkages along open space corridors are shown on the *Regional Open Spaces Plan* by indicating the regional trail system, which currently consists entirely of US Forest Service trails. These trails often link with the Flagstaff Urban Trails System. These linkages are shown both in terms of existing and proposed connections.

## Urban Open Spaces

Given the fact that the city is growing rapidly, and that some publicly held lands close-in to the urbanized areas of the city will eventually transfer to private interests, it becomes apparent that much of the city's perceived open space is only temporary in nature. The development process of infilling inevitably leads to pressures on what is perceived as open space within the urbanized areas. In many cases, vacant by-passed lands inside the city are considered and perceived as open space by city residents and travelers simply because they have not yet been developed. Under this tenuous set of circumstances, it is imperative that the city embark on a program of preserving quality open space within the urban areas of the city.

The *Urban Open Spaces Plan* focuses on those lands within the city limits and some adjacent surrounding lands such as the West Side area. The *Urban Open Spaces Plan* attempts to create an expansive, well-functioning open space system by combining public and quasi-public open space wherever reasonably possible and by encouraging appropriate and controlled integration of significant private open space. All components are combined to form a continuous, linked system.

The Open Space System is a central coordinating element of the Regional Plan. Within the system are logical major land-use divisions whereby buffered islands accommodate various land uses; consequently, better use is made of the many different types of space that exist in an urban area.

The Regional Plan recognizes that it is difficult to define open space. Definition and implementation of the *Urban Open Spaces Plan* can best be served by determining the intended functions of such lands. The *Urban Open Spaces Plan* acknowledges the following functions in designating open space and corridors:

1. Preservation of significant natural areas characterized by unusual terrain, scenic vistas, unique geologic formations, dense or unique vegetation, or wildlife habitat.
2. The greenbelt principle, that is, the use of linear open space to define and control development of the city.
3. Preservation of open space for recreational use such as hiking, skiing, bicycling, nature studies, and other similar uses.
4. Utilization of open space lands to prevent encroachment into floodplains.
5. Utilization of open space lands for retention of aesthetic and recreational values of such land in proximity to and within the city.
6. Preservation of open space lands for future land use needs.
7. Provision for a maximum of open space for common use, which simultaneously compensates in open space for compact building development.
8. Utilization of open space lands as non-motorized transportation corridors between various land uses.
9. Preservation of a 'soft edge' to the city.
10. Preservation of wildlife corridors.

The *Urban Open Spaces Plan* identifies open space lands that fit the above functions, in addition to existing and proposed parks and schools that fit in as supplementary components to the whole system.

Portions of the city's significant hillsides and drainageways have been designated, including those of Observatory Mesa (Mars Hill), McMillan Mesa, the base of Mt. Elden and other foothills to the north; the Rio de Flag, Bow and Arrow, Sinclair, and Switzer Canyon washes. In most cases involving drainageways, the open space areas reflect, at a minimum, the 100-year floodplain boundary. Change or reduction of the 100-year floodplain, either through engineering applications or more definitive flood data, may alter the amount of land designated as open space. In hillside areas, the width of the open space is conceptual, the intent being to retain as much as possible of the designated area in a natural state.

Some open space areas may serve more than one purpose. A separate category designates storm detention areas with open space and park opportunities. Other areas included as open space include cemeteries, golf courses, interstate medians, as well as other miscellaneous areas that serve as critical buffers or links in the system.

National forest and State Trust lands form a forested open space system that, for the most part, surrounds the city. In all instances, the intention of this plan is to retain and/or create a system of pedestrian access to these public lands surrounding the city. The *OS&GW Plan* recommends that this access for Flagstaff area communities to open spaces should be within 15 minutes of any given neighborhood.

The Flagstaff Urban Trails System addresses this recommendation by providing access through trail corridors obtained by a series of implementation measures such as acquisitions or easements. These corridors are linked to corridors in the *Regional Open Spaces Plan* by either showing the continuation of these urban designations outside of the city limits or indicating an extension whose alignment has yet to be determined. Because conflicts might arise among the different functions of these corridors, a balance between the needs of people and wildlife will need to be achieved.

Implementation of the *Urban Open Spaces Plan* will require that a multitude of approaches be further developed through this Regional Land Use Plan in conjunction with the *Regional Open Spaces Plan* and the *OS&GW Plan*.

## Historic Preservation

### Historic Resources

The development of the Flagstaff region holds local, state, and national importance for its significant association with the broad patterns of history in the areas of architecture, agriculture, commerce, conservation, exploration/settlement, industry, politics, science, and transportation.

An important historic resource related to Flagstaff's early history is the railroad. It contributed heavily to the early development of the town itself. Three important nominations to the National Register of Historic Places which relate to Flagstaff's early railroading days include the Railroad Passenger Station, the old Freight Depot, and the old steam engine known as "Old Two-Spot."

Flagstaff emerged as an important location along one of the nation's most historically significant transcontinental transportation corridors, Route 66. Flagstaff became the focus of regional economic, agricultural, and industrial development and played major roles in the history of environmental conservation, science, architecture, and politics statewide. These primary areas of significance provide the overall context for specific historical events or historical patterns.

Flagstaff has been surveyed for properties that qualify to be listed on the National Register of Historic Places. The Flagstaff Multiple Resource Area, the study area used in the survey, encompasses a collection of historic resources that exemplify this important heritage. They include three historic districts and fifteen individual properties constructed throughout Flagstaff's historic period (1880-1935).

Historic districts are defined as areas that possess a significant concentration, linkage or continuity of sites, buildings or structures that are united historically or aesthetically by plan or physical development. Historic districts usually include a number of historic resources that are relatively equal in importance. Those resources may lack individual distinction, but taken as a whole, they represent a significant and distinguishable entity.

Boundaries for historic districts are based on the geographic or visual limits of the area under construction. Generally, boundaries are drawn to exclude buildings along the district edge that are not historic or that have been modified to such an extent that they no longer convey their historic identity.

The City of Flagstaff currently has a total of six historic districts: Flagstaff Townsite, Old Town, South Side, Railroad Addition, North End, and the Northern Arizona University district. Most historic properties are located in the original townsite and historic subdivisions of Flagstaff.

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Portions of Northern Arizona University (NAU) comprise a historic district. The district and preservation plan were established on the university campus in 1985 and are administered by NAU and the State Historic Preservation Office. The district is located immediately east of Milton Road and south of Dupont Avenue and is the most prominent, northernmost feature of the campus. The area comprises the earliest campus development, which began in 1898 with the structure known as Old Main. The buildings are characterized by the use of red Coconino sandstone, which was quarried two miles from the site.

The comprehensive preservation plan for the district has focused primarily on three principles: (1) maintaining character of building exteriors, (2) maintaining character of infrastructure elements, and (3) restoration of significant physical elements. Four of the buildings have undergone major interior renovations to satisfy safety and functional requirements. Of the ten buildings originally encompassed by the district, two were demolished in 1987 due to safety concerns for structural deterioration. NAU expects to accomplish a major interior renovation of one of the most prominent buildings, Gammage, before the year 2005.

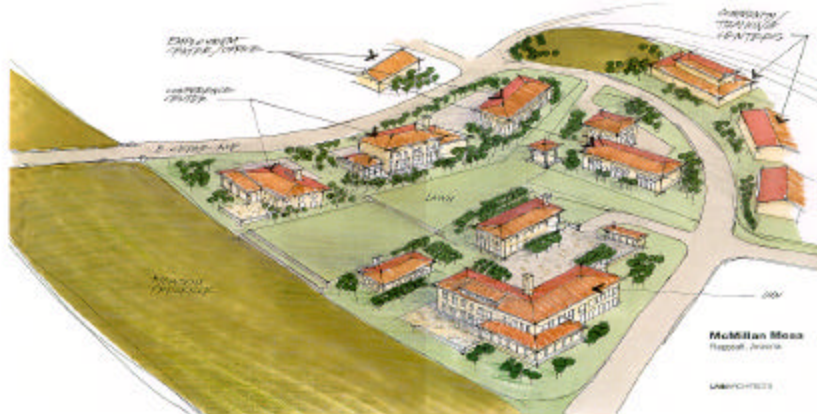
In 1996, the city applied for and received “Certified Local Government” status from the State of Arizona. The Certified Local Government (CLG) Program is designed to promote historic preservation, is administered by the State Historic Preservation Office (SHPO), and requires a Historic Preservation Ordinance as well as a review commission or committee to be in place prior to receiving CLG status.

The local CLG Program provides funding for restoration and preservation projects and programs in Flagstaff. It currently includes the downtown area, but the intent is to gradually expand to include other historic areas of town. It also provides for the enhancement of opportunities and incentives to truly preserve historic resources in the community, for a guaranteed local review process for properties nominated to the National Register of Historic Places, and for increased opportunities for economic development through the promotion of “Heritage Tourism” in Flagstaff.

In 1997, an ordinance established the Historic Design Review Overlay (HDRO) District, with the intent to provide design guidelines for the development of properties located within the boundaries of the district. The design guidelines promote the preservation and unique character of all structures within the Downtown District. It is an area bounded by Humphreys Street to the west, Verde Street on the east, by Route 66 on the south, and Cherry Avenue to the north. It also includes portions of the Flagstaff Townsite and the Railroad Addition Subdivisions.

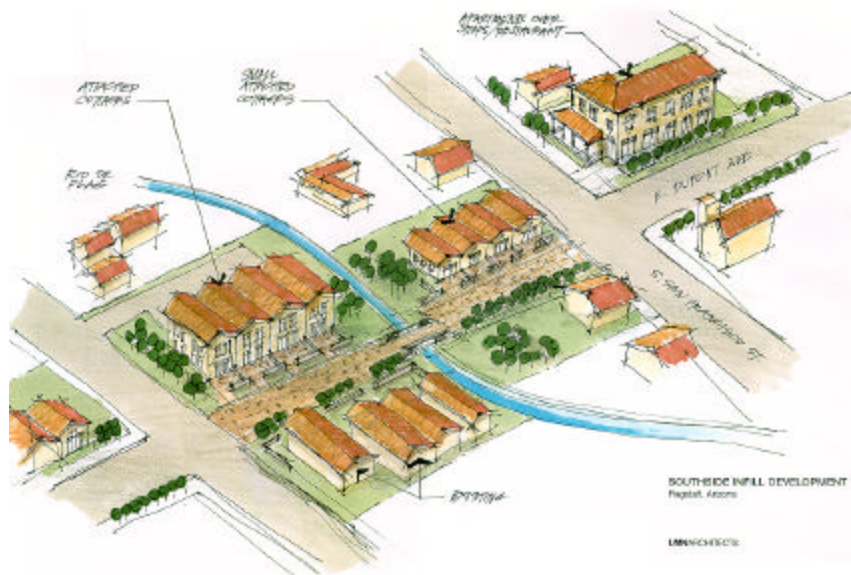
### McMillan Mesa

This concept for McMillan Mesa suggests that privately owned land will develop in accordance with approvals in place, but leaving a wide swath of open land between the fingers of the mesa. City-owned lands could be used for a combination of residential neighborhoods, a hotel with a conference or exhibition center, and civic uses such as a community recreation center and open space.



### Downtown/Southside

Sensitively designed infill development in the Southside neighborhood might include small houses in character with the neighborhood, or mixed-use development along San Francisco Street with retail at the street level and housing above. The realignment and restoration of the Rio de Flag will create new opportunities for infill and redevelopment in areas that are currently restricted by floodplain limitations.



### Sunnyside

Older commercial areas, such as this site in Sunnyside, represent opportunities for mixed-use development, incorporating commercial uses, housing, and public areas. By extending some of the neighboring streets into and across the site, and creating a new arrangement of streets and blocks for the area, a newly energized neighborhood can emerge.

